

SESS. II.—1891.  
NEW ZEALAND.

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## LOCOMOTIVE BOILERS ORDERED FROM ENGLAND

(CORRESPONDENCE RELATING TO THE).

*Return to an Order of the House of Representatives, dated 1st July, 1891.*

*Ordered*, “(1.) That all correspondence, if any, relating to the ordering of four locomotive boilers from England that has passed between the Railway Commissioners and the Minister for Public Works be laid upon the table, together with the following information: (2.) Whether the aforesaid boilers were publicly tendered for or not in the Home market? (3.) The cost of the boilers and the cost of similar boilers made in Addington workshops? And (4.) Why the boilers were not tendered for in New Zealand?”—(Mr. EARNSHAW.)

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1. CORRESPONDENCE between the Railway Commissioners and the Minister for Public Works relating to the ordering of four locomotive boilers from England: This is attached.

2. Whether the aforesaid boilers were publicly tendered for or not in the Home market? This is explained in the correspondence.

3. The cost of the boilers: The cost of the four boilers, delivered in the colony, has been £1,980. The cost of four somewhat similar boilers built in Addington workshops has been £1,818, but they are not precisely like those imported; and if allowance is made for superiority in design in some respects of the imported boilers, it might be expected that the cost of building them at Addington would have been about the same as importing them.

4. Why the boilers were not tendered for in New Zealand? This is dealt with in the correspondence.

Railway Commissioners' Office, 7th July, 1891.

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### No. 1.

The RAILWAY COMMISSIONERS to the Hon. the MINISTER for PUBLIC WORKS.

The Hon. the Minister for Public Works, Wellington.

13th April, 1891.

MR. PERCEVAL is mainly correct. The railways have been obliged to order four boilers for renewals from England, value about £1,800, which they would have preferred to have made in the workshops had the accommodation been available. In the ordinary course of work this class of boiler is being made in the shops for renewals, but with present accommodation the work has not been proceeding fast enough. In explanation of this the Commissioners beg to refer to the correspondence which has been going on during the past two years with the Government about additions to opened lines. The Commissioners were disappointed in the Government's failure to provide moderate means to extend the shops to carry on the increasing maintenance.

The locomotive repairs are rapidly increasing on account of the growing age of the stock, and, though the Commissioners had from “working expenses” extended their premises and machinery to partially meet these wants, their means were not enough to provide works so as to enable these boilers to be done in proper time.

The Commissioners take this opportunity of drawing the Government's attention to their recent request for funds to provide such works as they think necessary to meet the increasing traffic and maintenance, and to again ask if the Government will be able to see its way to place the necessary sum on this year's estimates.

JAMES MCKERROW, Chief Commissioner of Railways.

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### Enclosure.

SIR,—

Christchurch, 5th March, 1891.

A rumour is in circulation in the Addington workshops, and outside the shops also, that the Commissioners have sent an order to England for new boilers for a class of engines in general use. The boilers referred to can well be made in the shops, and similar boilers have been made in Christchurch